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GEOGRAPHIC INTELLIGENCE REPORT

HONTO - NISHINOTORO COASTAL REGION



CIA/RR-GR-51

30 April 1954

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MAPS AND AERIAL PHOTOGRAPHS

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*replaced by Series L506,
Sheet NL 54-8 and
Series N504, Sheet NL
54-6*

Honshu - Nishinotono Coastal Region, AMS L561 Series, Northern Japan,
Sheets 15, 16, 21, 22; 3rd Edition, 1951, 1:250,000. - SECRET

AMS L762 Series, Southern Karafuto, Sheets 30, ~~37~~, 33, ~~43~~, 44, 49, 50; - OK 70
1st Edition, 1943. Sheets 6485 II, ~~6585~~ III, ~~6584~~ IV; 2nd Edition,
1945, 1:50,000.

- Aerial Photos 1 thru 4 Rugged terrain in the central part of the coastal region.
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HONTO - NISHINOTORO COASTAL REGION

I. Introduction

This study is an analysis of selected geographic aspects of the Honto - Nishinotoro Coastal Region of Sakhalin. The region is located on the southwestern coast of the island between Honto in the north and Nishinotoro in the south. It extends inland for an average distance of 10 miles from the coast to the crestline of the Kamyshevyy Mountains.*

The western slopes of this mountain range dominate the terrain of the region. Lowlands are limited to narrow fringes along the coast and to the few transverse valleys. The mountain slopes are forested with mixed deciduous-evergreen trees. Growth in the lowlands is mostly deciduous. Numerous rivers flow from the mountains to the sea. Although the climate is cold, the sea remains free of ice in winter. Snowfall is heavy in winter and fogs and storms are frequent in summer.

Population is generally sparse with the people being concentrated in a few towns and a number of small villages scattered along the coast. The major activity of the inhabitants is fishing, supplemented by agriculture and coal mining. Great Russians predominate but there are also minor indigenous and immigrant groups of Koreans, Japanese, and Ainus.

Transportation is poorly developed. In the northern part of the region the north-south railroad provides the principal means of land transportation. The sea links the coastal settlements with each other and with the mainland. Although the region is strategically located

*Russian name which does not appear on the AMS 1:250,000 and 1:50,000 maps included with this study.

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north of the Japanese islands, there is little evidence of any extraordinary development of military and naval installations.

II. Terrain

The terrain of the Honto - Nishinotoro Coastal Region is rugged (Aerial Photos 1-4). It consists of an elongated mass of low, forested ridges, which extends from north to south along the entire coast. The ridges generally decrease in elevation from north to south. Narrow valleys, coastal lowlands, and beaches provide the only breaks in the continuity of the upland area. Numerous short, swift, shallow, streams in the mountains and meandering rivers in the coastal lowlands flow west at right angles to the ridges. Vegetation is generally dense, consisting primarily of broad-leaved deciduous trees in the lowlands and mixed evergreen-deciduous forests on the ridges.

A smooth shoreline, with only a few promontories and embayments is characteristic of the Honto - Nishinotoro Region. The only prominent feature in the northern part of the region is Cape Kenushi-misaki which is flanked by broad sweeping bays. In the southern part there are three capes, Uenchishi-misaki (Aerial Photo 5), Sōni-misaki, and Nishinotoro-saki (Aerial Photo 6). The small indentations at river mouths are minor features which provide sites for most of the settlements in the region.

Along most of the coast, deep water is found close offshore. Depths in excess of 18 meters (10 fathoms) occur within 1.5 kilometers (1 mile), and continue to increase gradually beyond. Offshore bottom slopes are fairly uniform. The tidal range is less than 0.3 meter (1 foot).

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Nearshore rocky shallows are found chiefly along the northern strip from Honto south to Kitose. The mouths of rivers are usually unobstructed. Along the southern part of the coast there are a few areas of sunken or exposed rocks, particularly off the capes.

A narrow strip of beaches extends along most of the coast. These beaches appear at the base of bluffs or steeply rising hills but frequently disappear where the bluffs fall straight to the sea. The longest stretch of beach extends 70 kilometers (43 miles) from Tokombo south to the rocky promontory Sōni-misaki. The nearshore bottom slopes of this beach vary, but are generally less steep to the south. The main interruptions are a rocky point near the south end and a small boat harbor just south of Minami-noyoshi. The width of this beach above high water is probably 23 to 30 meters (75 to 100 feet) along Honto Bay (Nevel'skiy Zaliv) in the north and at the stream mouths, and probably 15 meters (50 feet) along the remainder. Sand and pebbles comprise the beach materials.

A second major beach strip runs 18 kilometers (11 miles) northwest from Nishi-notoro-saki. This beach is interrupted by a few short stretches of rocky shore. Bottom slopes vary from gentle to flat. The strip is widest near the northern end. Sand and pebbles with scattered rock form the beach materials. Surf is generally heaviest in summer.

A narrow coastal terrace is located inland from the beaches. This terrace is almost continuous from Honto on the north to Nishinotoro on the south. Near Naihoro it is approximately 60 meters (200 feet) high, three-quarters of a kilometer (a half mile) wide and so dissected that

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coastwise transportation routes are restricted to the beach strip.

Both beaches and the coastal terrace are backed by high bluffs (Figure 1).

In places cliffs or steep hills with elevations of 100 to 200 meters (330 to 660 feet) above sea level rise abruptly from the edge of the water.

The steepest coastal slopes are found along the north and central parts of the region. Numerous deep valleys dissect the cliff walls. In the southern part of the region Uenichishi-misaki and Sori-misaki capes reach elevations of 75 to 100 meters (250 to 330 feet) above sea level. These capes have almost vertical walls. Slopes along the coast south of 46°15'N are somewhat more moderate and are preceded by low hills.

The coastal terrace and slopes near the sea are covered with a low growth of Mongolian oak. Occasionally an admixture of Sakhalin fir, with ragged flag-like crowns trailing with the prevailing winds, is found among the oaks. The Kamchatka rose, a low bush, grows near the edge of the sea. In the fall it is adorned with large red berries.

Directly behind the coastal cliffs and hills is a low but rugged mountain range with elevations ranging from 225 meters (740 feet) in the south to 590 meters (1,935 feet) in the north. The slopes are more moderate than along the coast and sheer cliff walls are absent but there are several steep peaks 15 to 20 kilometers (9 to 12 miles) to the east of Murto and Niihoro. The mountains are cut by deep transverse valleys which trend generally in an east-west direction. These valleys make north-south movement through the mountains difficult. On the other hand, the valleys provide natural routes of access inland from the coast.

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Figure 1. Bluffs backing the beach and coastal terrace in the vicinity of Cape Sōni-misaki.

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Vegetation cover in the mountains, consists primarily of a mixed coniferous-deciduous forest (Figure 2), of fir, spruce, birch, oak and other trees with numerous bushes and small trees in the undergrowth. Logged areas usually have a second growth of spruce and fir. In the numerous valleys, alder with an admixture of yellow birch, other trees and ivy are common. The undergrowth is comprised of Kuriles bamboo (Figure 3), which is a serious obstacle to movement in many of the uncleared valleys.

The region has numerous rivers most of which flow westward to the coast. They begin as rushing torrents high in the mountains. The larger rivers have cut deep gorges which constitute serious obstacles to movement. On the lower slopes the stream gradients decrease and the channels become wider. Near the coast many rivers and streams meander in relatively broad valleys. There are few ponds and lakes, but swamps adjoin the lower courses of some of the streams.

III. Climate

The Monte - Nishinotoko Coastal Region is the warmest part of Sakhalin Island. Temperatures average about 20°F in winter and 65°F in summer. Minima are usually 10°F or 15°F in midwinter and 50°F to 60°F in summer. Extremes range from -13°F to 86°F. The sea freezes over only around the mouths of the rivers. Occasional floes drift around the southern tip of Nishi-notoro-saki and enter the Gulf of Tartary. (Figure 4). Snowfall is heavier and more frequent than elsewhere on the island. But thaws do occur even in midwinter. Annual precipitation amounts to 760

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Figure 2. Mixed deciduous-coniferous forest in the mountains.
Conifers predominate in this view.

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Figure 3. Kuriles bamboo growth -- a serious obstacle to movement in many of the uncleared valleys.



Figure 4. Drifting ice in the vicinity of Nishino-notoro-ge I.

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millimeters (30 inches) at sea level and possibly more in the mountains. Cloudiness is more frequent in early winter than in summer; a clear day is rare in winter, but may occur 3 or 4 times a month in fall. Fog is absent in the colder months but is reported on the shore 5 to 10 days a month in summer. Summer fogs and fall and winter storms hinder navigation and strong west winds may produce 4.5 meter (15 foot) waves offshore.

A. Winter

Winter begins in early November when the average temperature falls below 32°F. In January, the coldest month, the average temperature is 22°F. Zero temperatures, however, can be expected any time in winter, especially in the mountains. At this season rivers and streams freeze over solidly enough to be crossed without difficulty, except at their mouths where the ice may be thin. Almost all winter precipitation is in the form of snow. The snow cover is established early in the season. Snow falls almost every day, usually in small amounts each time. The snow cover gradually increases to a maximum depth in February. It ranges from 25 to 125 centimeters (10 to 50 inches) in depth, depending on elevation, local relief, exposure, and vegetation cover. In the mountains deep snow drifts (Figure 5) block the trails, and in the coastal valleys vehicular movement is restricted. On the beaches, however, a slender strand of sand is usually free of snow due to melting and washing by the warm sea. The snow cover lasts until the end of winter.

The maximum number of cloudy days occurs in winter, especially at the beginning of the season. The average number of cloudy days (over

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Figure 5. Snow cover on small cleared flat land high in the mountains. In the distance are steep forested slopes.

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0.8 cloud cover) is 24 in December. As the season progresses cloudy days diminish. In March they average 14. Fogs are not common in winter. The length of daylight decreases from about 9 hours in late November to a minimum of 8 in December. By March the length of day increases to about 12 hours. It is usually cloudy at sunrise and sunset, and daylight may sometimes be reduced by as much as an hour or more.

The prevailing winds are from the north or east. Low temperatures on the coast frequently are preceded by easterly winds. Strong winds are common in winter. Downslope winds bring severe cold to the valleys and coast. They combine with dampness to create uncomfortable conditions. Storms are frequent.

B. Spring

Spring, the period with average daily temperatures between 32°F and 50°F, usually begins in early April and ends in late May or early June. During the spring season, thawing causes floods along the rivers. The amount of precipitation increases slightly to about 50 millimeters (2 inches) during both April and May. Some precipitation in early April is in the form of snow. Cloudy days average about 15 in both April and May. The period of daylight is 14 to 15 hours. Winds are variable with westerlies least frequent. Strong winds occur in spring.

C. Summer

Summer, the period with average daily temperatures over 50°F, begins in late May or early June and ends in late September. Temperatures

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seldom reach 85°F even during the warmest months of July and August.

Precipitation is most abundant in July and September which average over 100 millimeters (4 inches) each. Thunderstorms are infrequent; however, heavy downpours which are monsoonal in nature are characteristic in the mountains. Rains cause almost immediate deterioration of unsurfaced roads.

Cloudy days average 15 to 20 a month. Fogs shroud the coast 5 to 10 days a month. Daylight hours decrease from 16 in June to 12 in September. Summer winds are predominantly southerly. Strong winds are not entirely absent, but are less frequent during summer.

D. Fall

Fall, the period with average temperatures between 50°F and 32°F, coincides with the month of October. During this month precipitation reaches the annual maximum of 114 millimeters (4.5 inches). About one-half the days in October are rainy and have a cloud cover of 0.8 or more. Some precipitation in late October falls in the form of snow. Daylight lasts about 13 hours. During October winds are predominantly easterly and high velocities are common.

IV. Population and Settlement

The coast of Sakhalin Island from Honto to Nishinotoro is a region of sparse settlement. The population density probably averages less than 1 person per square kilometer (2.5 persons per square mile) over most of the area. The people are not uniformly distributed but are concentrated in the few cities and mining and fishing centers along the coast. The centers of greatest concentration are Honto, Naihoro, and Minami-nayoshi.

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The population density in the immediate vicinity of these towns probably exceeds 10 persons per square kilometer (25 persons per square mile).

Fishing and associated activities were instrumental in the early settlement of towns. A number of tiny coastal fishing villages are located at the mouths of rivers. The steeply rising mountains confine town sites to river valleys and the narrow coastal terrace. Buildings within the settlements are closely spaced along two or three streets which run parallel or perpendicular to the coast. Most settlements are connected with one another by the sea or by the road that parallels the entire coastline. Agriculture is practiced in some of the larger valleys near the coast but fishing is the most important activity.

Hanto (46°40'E, 141°42'E), the largest settlement, is located on the northern margin of the region, 56 kilometers (35 miles) south of the port of Makh (Kholmsk) and 96 kilometers (60 miles) north of Nishinotero. The population of Hanto, which had reached 11,200 in 1941, declined rapidly as a result of the repatriation of the Japanese population after World War II. A steady influx of Soviet immigrants after 1946, however, brought the population figure up to an estimated 12,000 in 1948. Included in the 1948 total were 3,000 Koreans and 1,000 military personnel.

Hanto extends for 3.2 kilometers (2 miles) along the Gulf of Tartary. The town is on a flat shelf about 3 meters (10 feet) above sea level and averages only about 275 meters (350 yards) in width. Buildings are crowded together in the central section. Residential buildings generally

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are 1-story structures and most municipal and commercial buildings are 2 stories high (Figure 6). Wood is the most common construction material. To minimize fire hazards sheet metal is utilized for roofing in the more compact areas of town.

The important municipal and commercial buildings are grouped near the main quay. Industrial activities are centered at the southern and northern ends of town. The town water supply is obtained from Torimai-kawa. Electric power for Honto is transmitted from Maoka to a transformer station on the east side of town.

The coastal reef, which is broken at Honto, has been improved to provide a small, but well situated harbor. Except for Maoka, Honto is the only protected port on the west coast of Sakhalin. Honto is subject to the influence of the warm Tsushima* current and is the only ice free port in Sakhalin. These favorable natural conditions, as well as the reorientation of Sakhalin's trade toward Vladivostok and the Soviet Far East, have established Honto as one of the main west coast ports of entry. It is also a naval station.

A 780-meter (850-yard) breakwater, built on the southern end of a ledge that parallels the coast 275 meters (300 yards) offshore, protects the harbor proper. A companion 230-meter (250-yard) breakwater, in 2 sections, juts from a reef to the south and protects the port from the southwest. Inshore from the longer breakwater is a boat basin, sheltering about 50 small craft such as lighters, patrol boats, or launches. The main quay which extends 460 meters (1,500 feet) south of

*Japanese name. Russian name unknown.

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Figure 6. Street in Honto. Residential buildings are usually 1-story structures and most municipal and commercial buildings are 2 stories high.

The boat basin can accommodate from 2 to 4 small freighters. It is dredged to a depth of 5 meters (17 feet). North of the main quay depths are less than 2.5 meters (8 feet), thus limiting use to small vessels. Anchorage for larger vessels is available 915 meters (1,000 yards) west of the breakwater where depths are 18 to 27 meters (10 to 15 fathoms). As of 1948, the annual unloading capacity of the main quay was at least 250,000 tons. Lighters, which unload vessels anchored outside the breakwater, add to the port's capacity. Harbor equipment at Honto in 1948 included three 15-ton harbor construction cranes, one 30-ton floating crane, two 20-ton boats, ten 100-ton launches, three dredges, and water and oil supply facilities.

The major economic activities of Honto are fishing and shipping. Many fish processing plants, most of which are in the north end of town operate only in the spring and summer. Products include canned, salted, smoked, and frozen fish, cod liver oil, and fish fertilizer. Subsidiary facilities, such as warehouses, sawmills, and a box-making mill, are in the same areas.

Shipping facilities include storage yards, shipyards, warehouses, coal dumps, and oil tanks. An iron works is equipped with machinery to repair marine engines. Vessels of less than 300 tons can be serviced at the 4 shipyards.

Mailoro (Gornozavodsk) (46°34'N, 141°49'E), the second largest city and the site of a naval station, lies 13 kilometers (8 miles) south of Honto. The 1945 population of Mailoro was estimated to be 10,000. With the repatriation of the Japanese and their replacement

by lesser numbers of Russian immigrants and North Korean forced laborers, the population probably dropped to about 7,000 at the end of 1948. The opening of the railroad south to the Minami-nayoshi coal mines and the increased importance of the Naihoro liquefaction plant have probably resulted in an increase of the population to approximately 10,000.

The city consists of two distinct sections, the town proper and the coal liquefaction area. The town proper is situated on the coast at the mouth of the Shimonai-kawa (Aerial Photos 7 and 8). The upper valley of this river is one of the important barley, oat, wheat, and potato producing areas of Sakhalin. The northwest-southeast main street serves as the axis of the rectangular street pattern. The main street crosses the meandering river at several points. Streets leading north from the town converge at a single bridge. Buildings are typically 1- and 2-story wood-frame structures, often with sheet-metal roofs.

The settled area surrounding the coal liquefaction plant lies a short distance inland on the main road leading to the interior valley (Aerial Photos 9 and 10). Twenty single-family houses, 116 duplex homes, and 150 6- and 8-family units house the plant employees. Residential buildings are all wood-frame structures. This area which has a primary school, post office, hospital, and theater, contains about 6,000 of the estimated 10,000 population of Naihoro. The larger buildings of the liquefaction plant which is located near the end of the rail spur, are of brick or reinforced concrete construction with sheet-metal or slate roofs.

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The large coal liquefaction plant produces coalite, tar, light and heavy oil, and some gasoline. The adjacent mine supplies a medium-grade lignite and coking coal. A sawmill and a lumber yard supply the coal mine and liquefaction plant. Other industries in Naihoro are a coal briquette factory which employs about 50 persons, two machine repair shops at the liquefaction plant, several wood-working shops scattered throughout the city, fish salting facilities and warehouses located at the boat basin, a clothing factory, a food processing plant, a ceramic factory, a brickyard, and two auto repair shops.

Harbor facilities consist of a small boat basin capable of accommodating fishing boats and lighters which transfer cargo to a roadstead approximately a kilometer (half mile) offshore. The boat basin, located about 0.8 kilometer (0.5 mile) north of the mouth of the Shiinai-kawa, is about 6,700 square meters (8,000 square yards) in area and 1.5 meters (5 feet) deep. It can accommodate about 50 30-ton fishing boats. The wharf area for the fish processing plant covers 12,600 square meters (15,000 square yards). At the southern end of the basin a 90-meter (100-yard) pier is served by a railroad spur and a belt conveyor capable of loading 50 tons of coalite an hour. Lighters transfer coalite and other products to ships anchored in the roadstead. The roadstead has a depth of 13 meters (7 fathoms) and a clay and sand bottom.

The third largest settlement is Minami-nayoshi (46°26'N, 141°51'E). This settlement occupies a site at the mouth of the Minami-nayoshi-kawa (Aerial Photos 11 and 12). The population is estimated to be between 600 and 1,000. This figure has possibly increased with the extension of

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the vicinity of the town since 1948. The coal mine is reportedly located 12 kilometers (7.5 miles) east of Minami-nayoshi. In addition to coal mining, fishing and agriculture are basic industries in Minami-nayoshi. The chief farm crops include potatoes, beets, cabbages, carrots, cucumbers, oats and wheat.

A Soviet-constructed fish warehouse is reported to be located about a half of a kilometer (a third of a mile) west of the railroad station at Minami-nayoshi. Trucks and two-wheeled carts are used to transport salted fish to the pier. A dynamite storage depot housing explosives used in the mine is located about 3 kilometers (2 miles) east of the coal mine. Explosives are also stored in caves dug into the mountain side.

V. Ethnic Composition

The majority of the residents in the Nanto - Mishinotero Coastal Region are Soviet nationals, primarily Great Russians. The largest minority group consists of Koreans, a large number of whom were employed in the coal mining areas of the region in 1945. Indications are that only a few were repatriated after the war. After 1945 many North Koreans entered the region as contract workers. An estimated 1,000 Japanese nationals (Figure 7), who either refused repatriation or have been forced to remain because of their technical capabilities, continue to reside in the region. Regulations strictly control the residence, activities, and movement of the Japanese nationals. According to information dated 1949 to 1952, all Japanese have been removed from a 4-kilometer (2.5-mile)

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Figure 7. Japanese coal miners. Pre-World War II photo.

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strip along the coast. The native population of Ainus, who are reportedly very few in number, reside in fishing settlements along the coast.

The Russian generally hold positions of authority, however, some are also employed in less desirable jobs in the fishing, farming, mining, and lumbering industries along with Koreans and Japanese. There is no information concerning occupations of the Ainus, but they may be employed in the fishing industry.

Great Russians can usually be distinguished from the other inhabitants of the island. Japanese racial traits include a tan skin color, dark eyes, straight or wavy black hair, with facial and body hair fairly well developed among the men (but less abundant than among Europeans), and legs short in relation to the trunk.

Koreans (Figure 8) resemble the Japanese in skin, hair, and eye coloring. However, the Mongoloid eye fold is more prevalent among the Koreans. The average male height is about 5 feet 4 inches, taller than the average Japanese. The Koreans differ from the Japanese in having generally slimmer torsos and longer bodies, although it is in many instances impossible to distinguish Korean from Japanese individuals on a purely physical basis. There may be differences in dress, language, and mental outlook.

In physical appearance the Ainus (Figure 9) are a moderately short, sturdily-built people; their dark round eyes, thick eyebrow, and swarthy skin coloring give them a somewhat Caucasian appearance. Their dark and often curly hair which grows as luxuriantly as that of a European



Figure 8. A Korean workman.



Figure 9. Ainu wearing Japanese kimono.

serves to distinguish them from Mongoloid people. Most of the older Ainu women, and fewer young women have a wide band of tattooing around the mouth. Intermarriage with the Japanese, has decreased physical as well as cultural differences, and pure-bred Ainus are today a minority even within the Ainu group.

Most of the Koreans and Japanese residents of the region probably speak some Russian. The majority of the Ainus understand Japanese. It is not known whether any formal religious faith is observed by the Japanese or Koreans. The Ainus are strong believers in Animism, and consider that everything has both a perishable physical aspect and an immortal spirit. Even those who have adopted Christianity retain many animistic beliefs.

VI. Transportation

Transportation in the Honto - Nishinotero Coastal Region is poorly developed. The transportation net includes only one railroad line, one improved dirt road, and a number of unimproved dirt roads and trails. The important routes of communication are oriented from north to south and are restricted by the mountainous terrain to the narrow coastal strip. Travel from east to west is confined primarily to trails which lead for short distances up the river and stream valleys. Several sea lanes radiate from Honto, and it appears that small boats may serve some of the transportation needs of the region.

A. Railroads

The only railroad in the Honto - Nishinotero Region is the southern part of the Maoh (Kholask) - Miniami-nayoshi sector of the

South Sakhalin System.* The line extends north-south for 177 kilometers (110 miles) along the west coast of Sakhalin Island. Kushunnai (Il'inskiy) is the terminus on the north and Minami-nayoshi (Shakhta-Sakhalinskaya) on the south.

The railroad enters the region at Honto, 56 kilometers (35 miles) south of Maoka. Rail connections to west coast ports and to the east coast system via a trans-island route between Maoka and Toyohara (Yuzhno-Sakhalinsk) are available from Honto.

The line is single-track, narrow-gauge (3'6"), and steam operated. According to a 1949 report, there is no passenger traffic and freight trains, which carry coal and perhaps some timber north, return with little or no cargo. Trains average 5 a day in summer and 3 a day in winter.

The railroad runs very close to the sea for most of its extent and sections of the rail bed are subject to damage by stern waves. At Minami-nayoshi the rail line leaves the coast and follows the valley of the Minami-nayoshi-kawa eastward to a coal mine at an unknown distance from Minami-nayoshi.

B. Roads

Only one improved dirt or gravel surfaced road, and at least three unimproved dirt roads serve the Honto - Nishinotero Coastal Region. Trails, however, are comparatively numerous.

The improved dirt road enters the region at Honto and runs southward to Nishinotero. It follows the coastal terrace for most of the route

*Only the sector between Kushunnai and Naihoro (Gornozavolsk) is shown on the best available maps. The extension from Naihoro to Minami-nayoshi was completed in late 1948.

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and parallels the railroad as far as Niinami-nayoshi. The road is reported to range from 5 to 8 meters (16 to 26 feet) in width and is gravel surfaced. This route links the coastal settlements and is probably used mostly by trucks carrying coal and supplies. North of Honto this road follows the coast almost to the northern tip of Sakhalin Island connecting Honto with the major west coast towns. About 5 kilometers (3 miles) north of Honto an improved dirt road branches eastward across the mountains to Toyohara. Road conditions make this road untrafficable most of the time.

The three unimproved dirt roads lead eastward from Honto, Hainoro, and Niinami-nayoshi to agricultural settlements and coal mines located in the inland river valleys. None of these roads is longer than 8 or 10 kilometers (5 or 6 miles). The road from Niinami-nayoshi is shown on maps as a trail, but recent aerial photography indicates it is a well-traveled road.

Numerous trails also provide limited access to the interior from the small settlements on the coast. Most of the trails follow narrow stream valleys and connect with small settlements near the heads of the streams at the eastern margin of the region. Only one trail is known to cross the mountains. This route leads from Towada, a small settlement on the coast about midway between Honto and Nishinotero, to Borokawa on the east coast. From Nishinotero a trail follows the east coast to Toyohara. Just beyond Nishinotero it skirts the southern extensions of the Kanyshovyy Mountains.

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C. Sea Lines

Although the sea appears to be an important means of transportation in the region, little is known concerning the extent to which it is used. A regular steamship service is probably available at Honto which is also a port of call for freighters with cargoes to and from the Far East ports of the USSR. In 1948 at least 6 freighters called at Honto each month to discharge such cargo as machinery, tools, rails, pipe, foodstuffs, and salt. Exports included fish and fish produces, coal, coalite, timber, and paper. Honto is the only major ice-free port on Sakhalin.

The routine movements of small naval patrol craft and fishing boats probably serve to connect the settlements along the coast. The rivers in the region are too shallow for navigation.

D. Air Service

Air service for the region appears to be non-existent. There are no known civilian airfields in the region. The nearest airfield from Honto is 42 kilometers (26 miles) east at Iketsuki (Pochinki), a settlement on the east coast of Sakhalin Island which can be reached from Honto via the Honto - Toyohara road to Rutaka (Aniva) or by a road leading south from Rutaka to Iketsuki. Another airfield is located at Kenotaro (Kostromskoye), 72 kilometers (45 miles) north of Honto. Kenotaro is on the west coast road leading north from Honto.

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VII. Military Installations

Military installations in the region are few and appear to be of minor importance. Naval stations, devoted chiefly to patrol and communication activities, are located at Honto and Maihoro. An MVD border guard detachment also operates from Honto. An airfield (Aerial Photo 6*) located near the settlement of Nishinotore. No other details concerning this airfield are available. At Nishinotore there are approximately 17 unoccupied weapons positions and 24 coastal defense positions of Japanese origin.

VIII. Analyst's Note

The reliability of the information given in this report on terrain, vegetation, and climate ranges from good to excellent. Data on population and settlement, transportation, and military installations are generally reliable but incomplete.

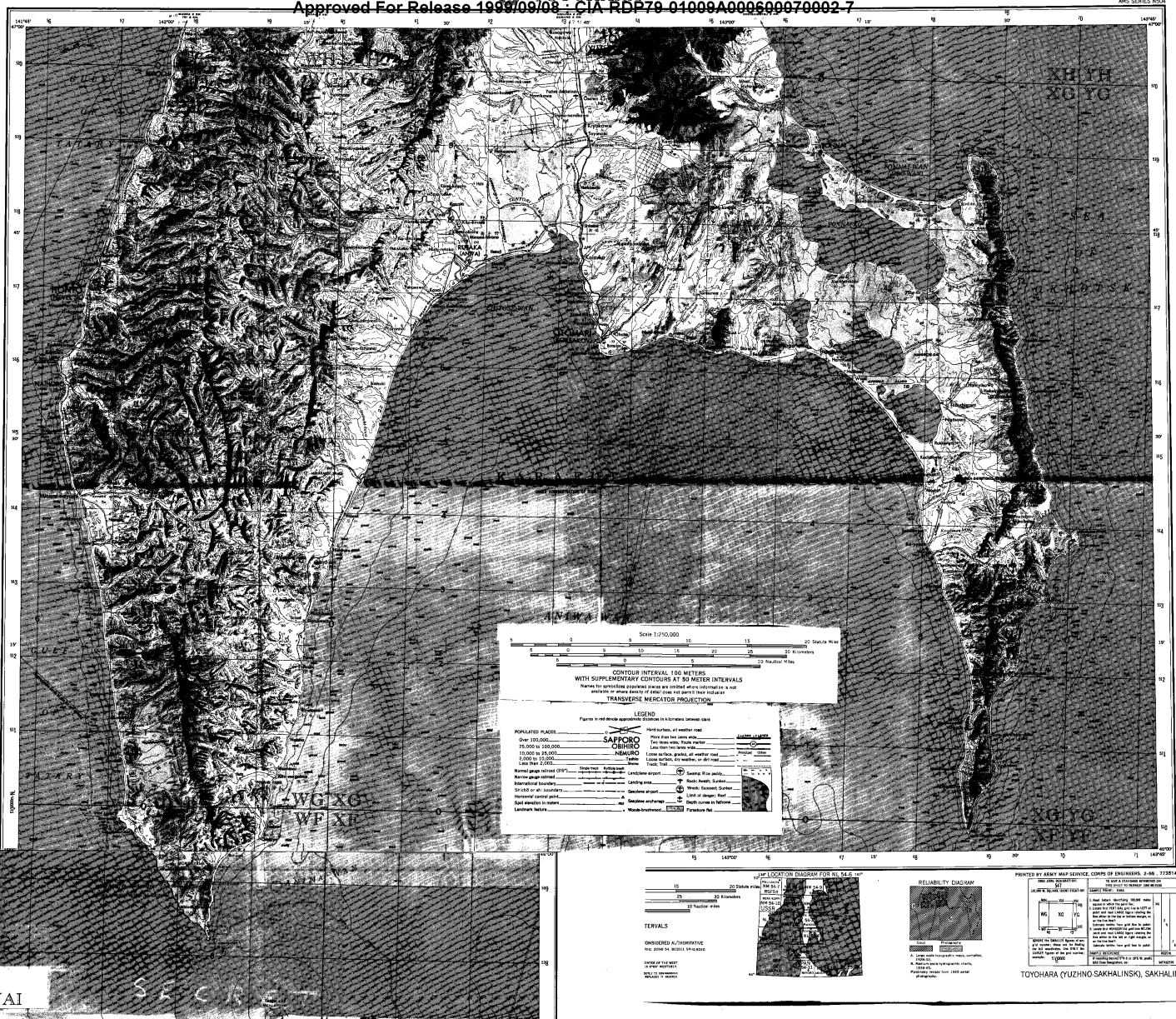
The place names used conform with those given on the 1:250,000 orientation map. Where Russian place names are known, they have been included in parentheses after the Japanese names. The AMS 1:50,000 series provides the largest scale map coverage for the region. A comparison of the 1:50,000 maps with available recent aerial photographs of the coastal strip indicates that the reliability of the maps is only fair. The physical and especially the cultural features of the maps are in need of revision. The aerial photography shows presumably recent growth in the urban areas of Honto, Maihoro, and Minami-nayoshi which is not depicted on the large scale maps. Also the large scale maps erroneously represent the small coastal settlements

* For a better view of this airfield see aerial photo 6310 91RS
R-30-26 REAF EC, 9 September 1951.

of the secondary road pattern was found to be inadequate. Some roads are not shown while a number of trails are indicated as roads. Inadequacies were noted in the hydrography and vegetation cover.

Adequate ground photo coverage was lacking for most parts of the study.

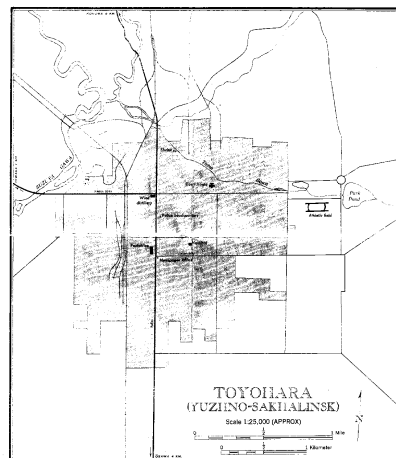
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REFER TO THIS MAP AS
NL 54-6
SERIES 1500

WAKKANAI

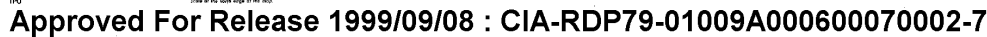
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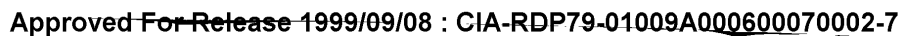


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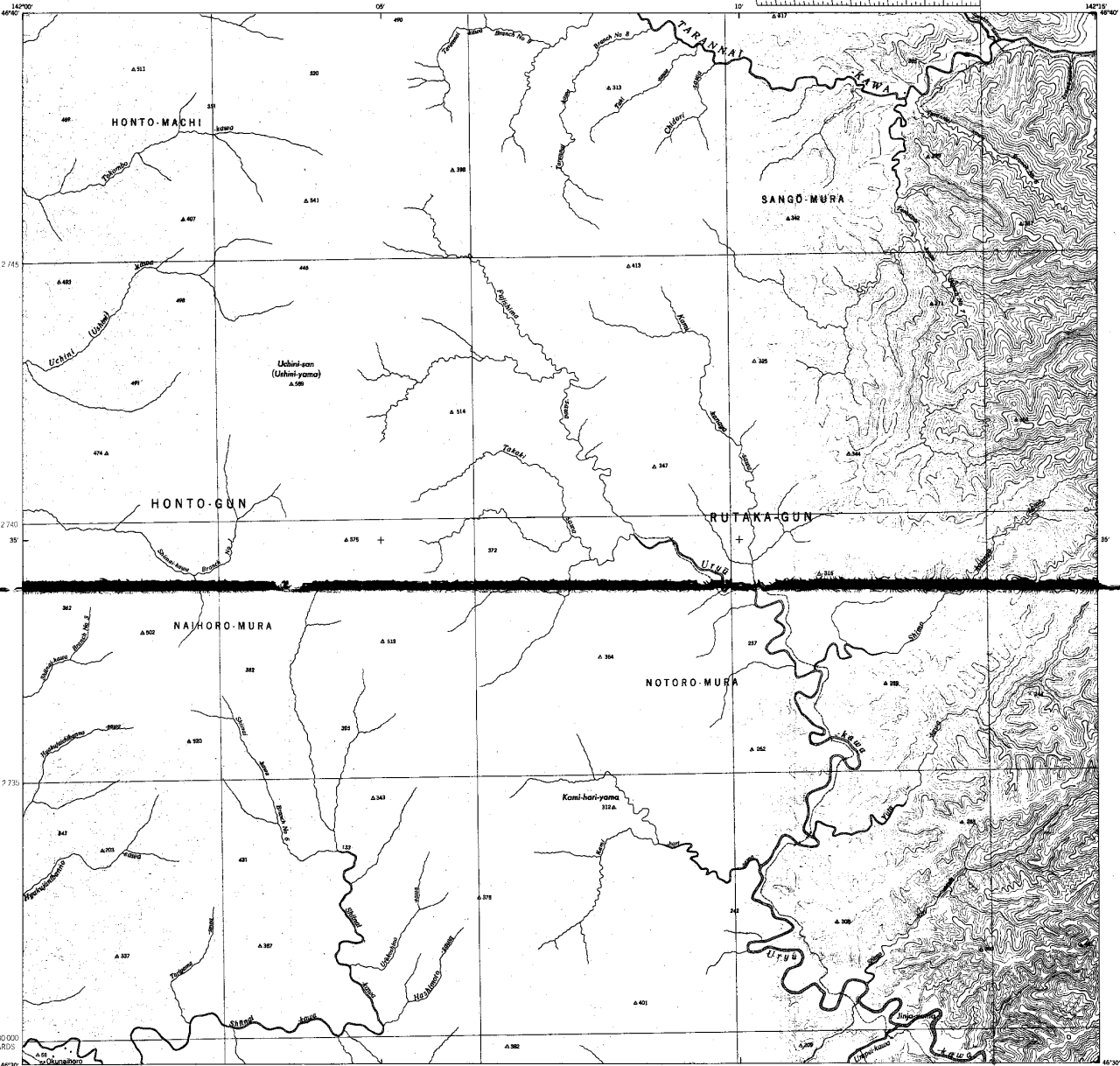
SOUTHERN KARAFUTO 1:50,000

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UCHINI-SAN

FIRST EDITION-AMS 1

SHEET 38

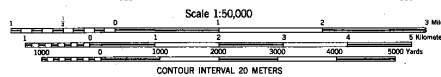


A.M.S. 1762
New Edition 1963

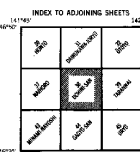
Prepared under the direction of the Chief of Engineers, U. S. Army, Washington, D. C., by the Army Map Service, Geographical Unit, 1945.
Derived from Karafuto 1:50,000, Imperial Japanese Land Survey, October 1944, No. 13 (1944).
All place names transcribed according to the Modified Hepburn (Roman) system.

LEGEND

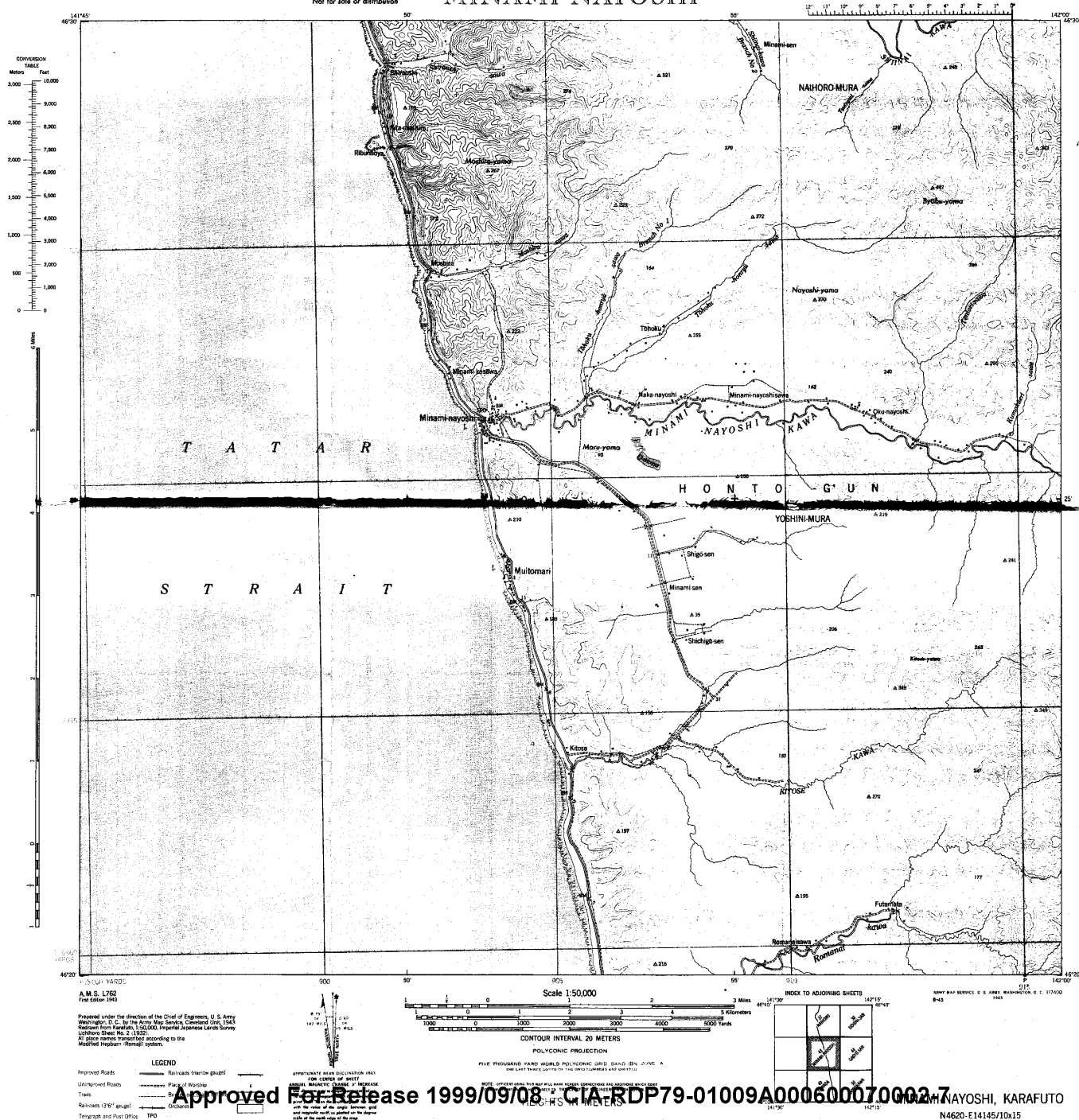
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Unimproved Roads	Burned or Logged Off Area	Orchards
Trails		
Railroads (2'6" gauge)		

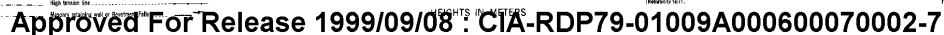


HEIGHTS IN METERS



UCHINI-SAN, KARAFUTO
N4630-E14200/10x15

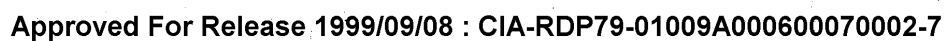


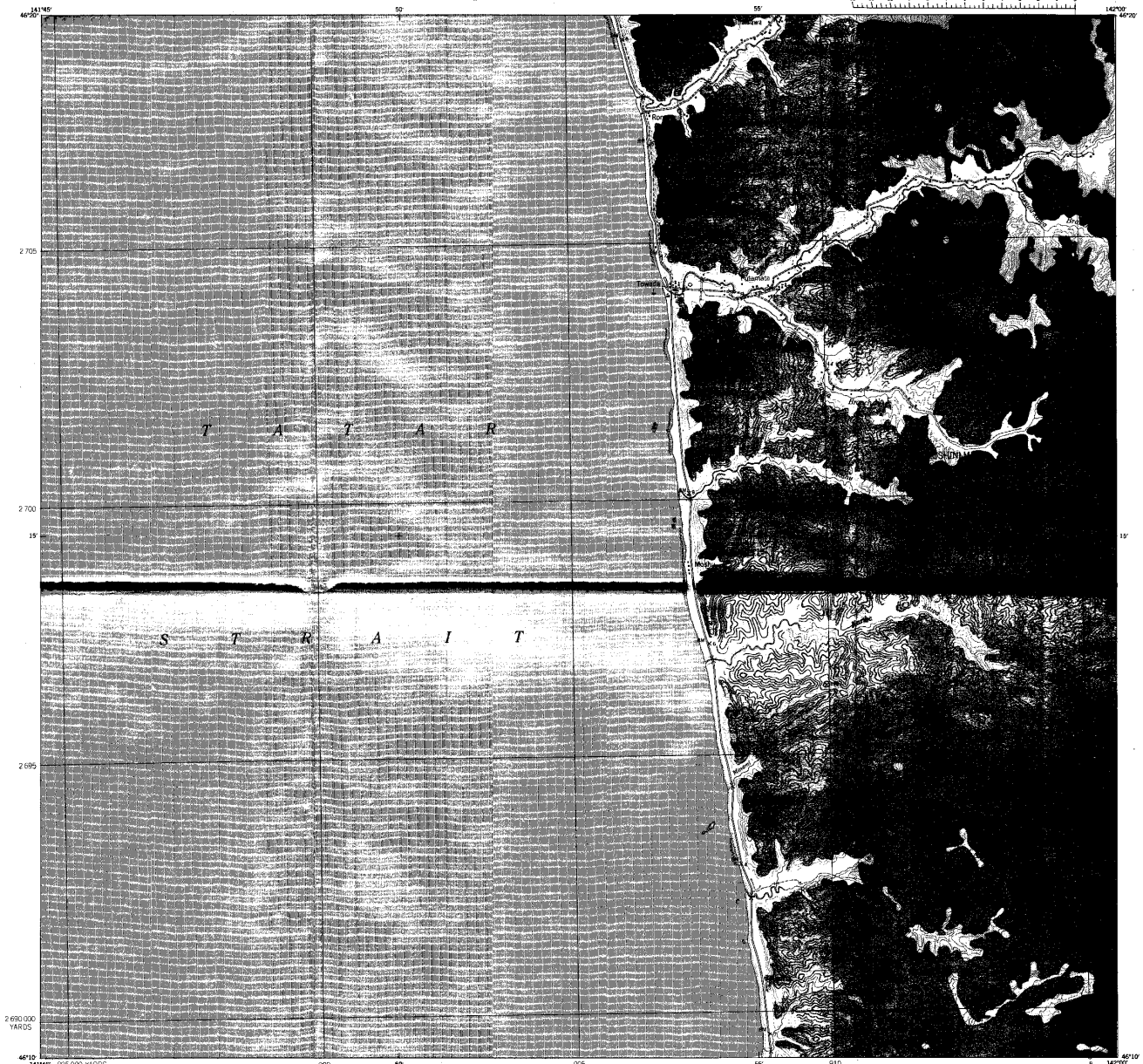


GAGYŪ-SAN

FIRST EDITION-AMS 1

SHEET 44





A.M.S. 1762
First Edition 1943

Prepared under the direction of the Chief of Engineers, U. S. Army, Washington, D. C., by the Army Map Service, Control Unit, 1943
Redrawn from Karafuto 1:50,000 Imperial Japanese Land Survey
Map Sheet No. 17 (1943)
All place names transcribed according to the
Modified Hepburn (Roman) system.

LEGEND
Improved Roads ———
Unimproved Roads ———
Trails ———
Railroads (30" gauge) ———
Telegraph and Post Office TPO
Place of Worship ———
Barren or Logged Off Area ———
Orchards ———

APPROXIMATE SEA LEVEL ELEVATION (FEET)
FOR CENTER OF SHEET
NATURAL RESOURCES: CHANGING INCREASE
Use diagram may be shown connected when
to determine regions with the lowest the
ground "0" on the north edge of the map
and the side of the map. Features and
contour lines are plotted on the map
scale of the north edge of the map.

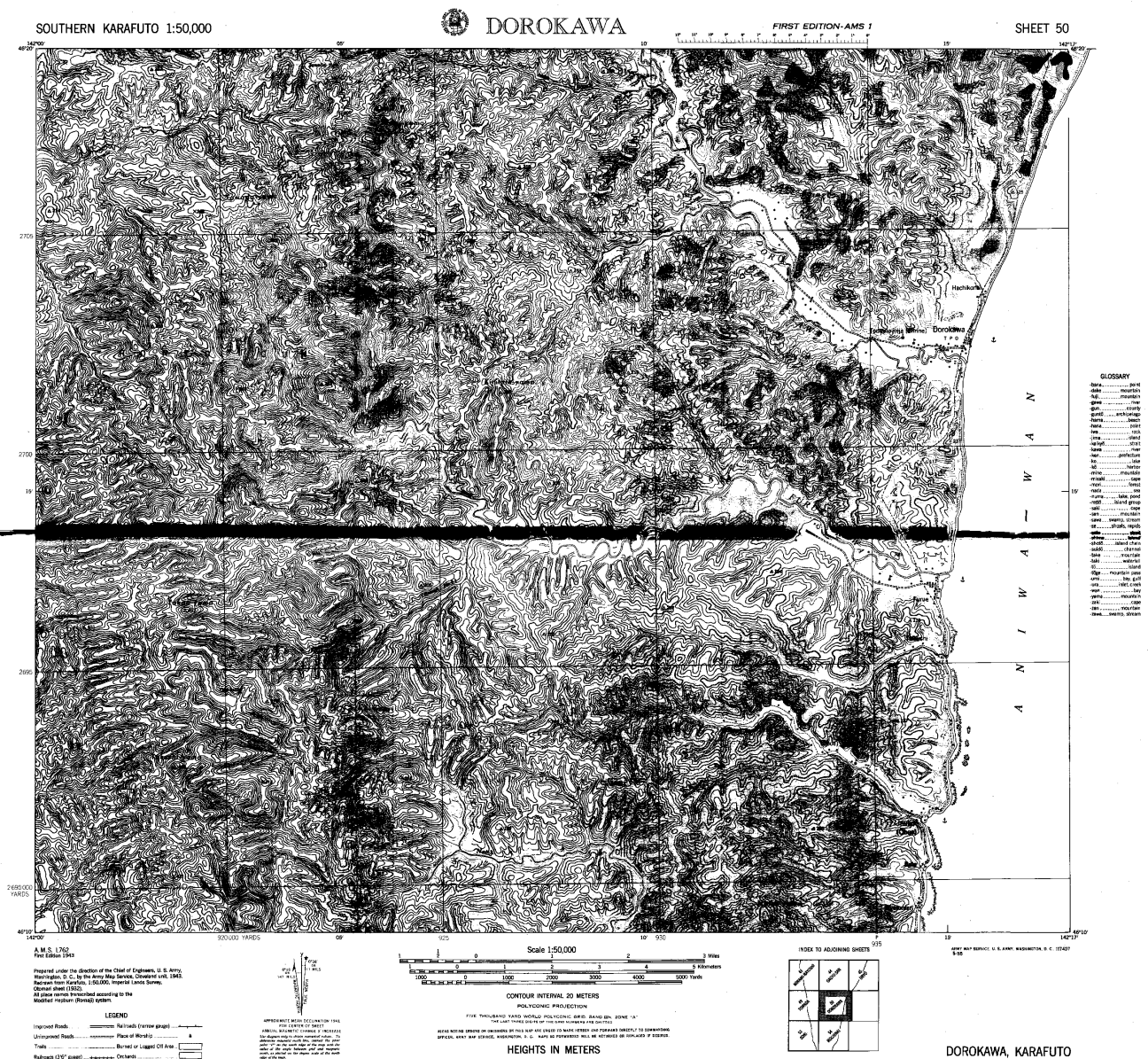
Scale 1:50,000
1 2 3 4 Miles
1000 2000 3000 4000 5000 Yards
CONTOUR INTERVAL 20 METERS
POLYCONIC PROJECTION
FIVE THOUSAND YARD WORLD POLYCONIC GRID BAND 12N, ZONE 47
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OBTAINED
USING NORTH ARROWS ON COORDINATES ON THIS MAP ARE USED TO HAVE ARROWS AND FORWARD DIRECTLY TO COORDINATE
OFFICE, ARMY MAP SERVICE, WASHINGTON, D. C. MAPS SO FORWARDED WILL BE RETURNED OR REPLACED IF DESIRED.

HEIGHTS IN METERS

INDEX TO ADJOINING SHEETS
145°E 146°E
42°N 43°N

ARMY MAP SERVICE U. S. ARMY, WASHINGTON, D. C. 17-406
5-55

TOWADA, KARAFUTO





Aerial Photos 1 - 4. Rugged terrain in the central part of the region.
Narrow valleys, coastal area, provide the only breaks in the continuity of the upland area.

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SECRET



WRS R-20-16 FEAF BC 3 APR 51

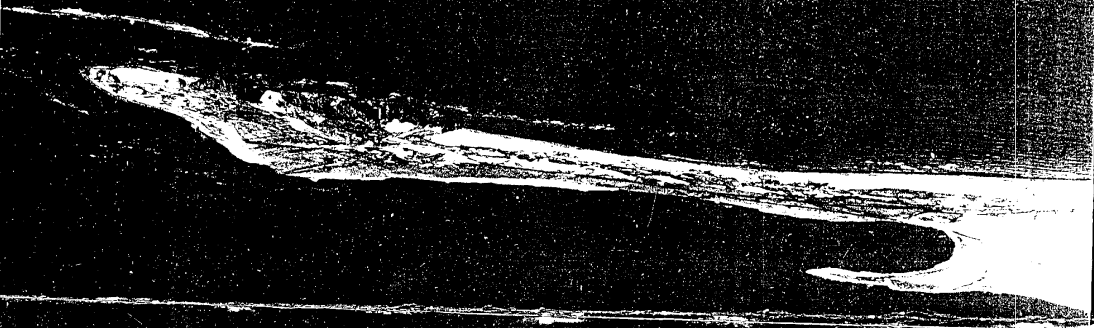


Aerial Photo 5. Cape Uenchishi-misaki, a prominent landmark along the coast in the southern part of the region.

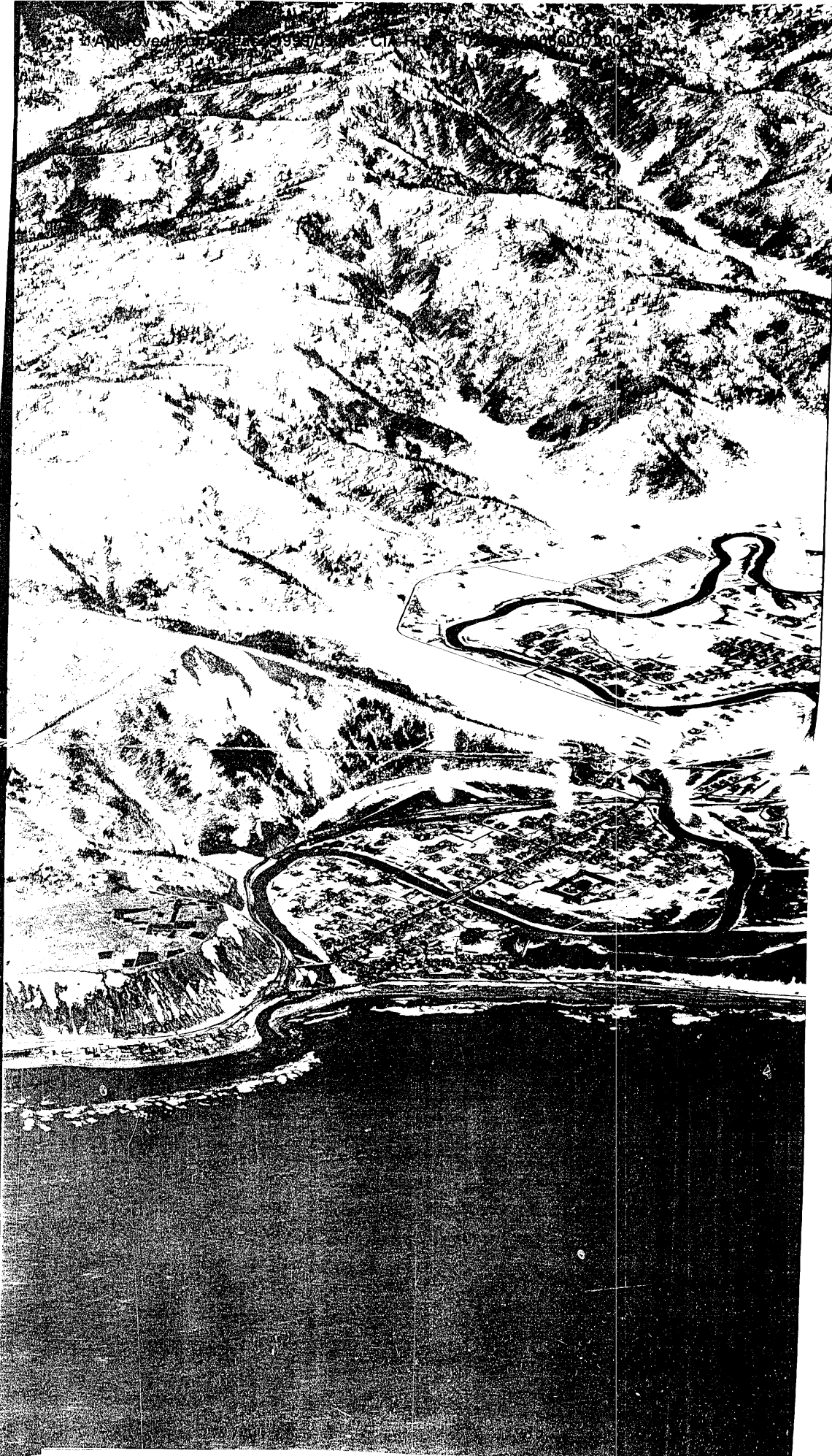
Approved For Release 1999/09/08 : CIA-RDP79-01009A000600070002-7

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[REDACTED]



Aerial Photo 6. Cape Wishi-notoro-saki at the southern margin of the region. The settlement of Wishinginore is situated on the flat expanse beyond the bluffs. The airfield is located beyond the settlement near the eastern shore of the cape.

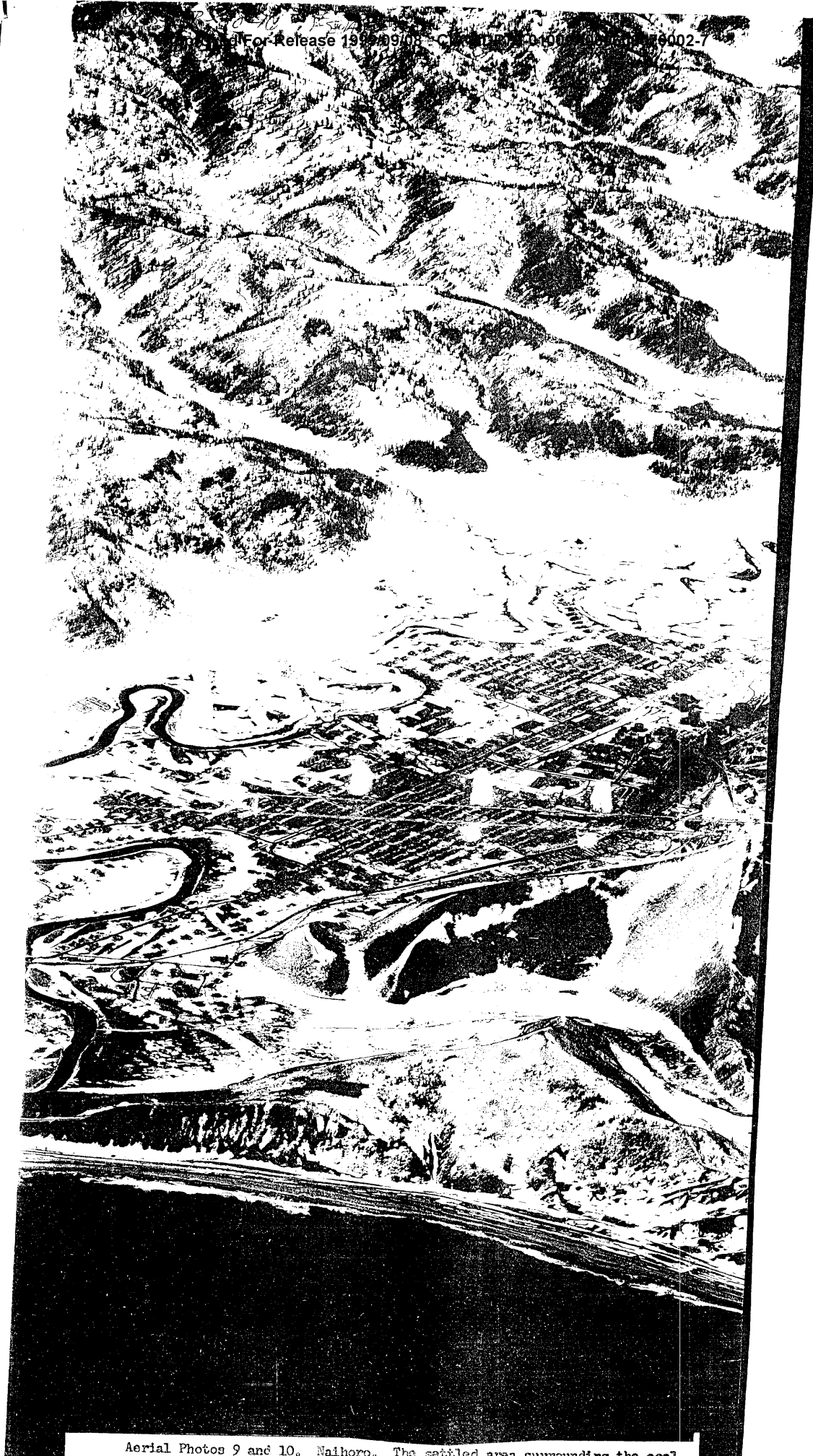


Aerial Photos 7 and 8. Highway at the mouth of the Shiinai-kawa. The town proper is in the foreground.

15 10-30-16 FEAF BC JAPR 51

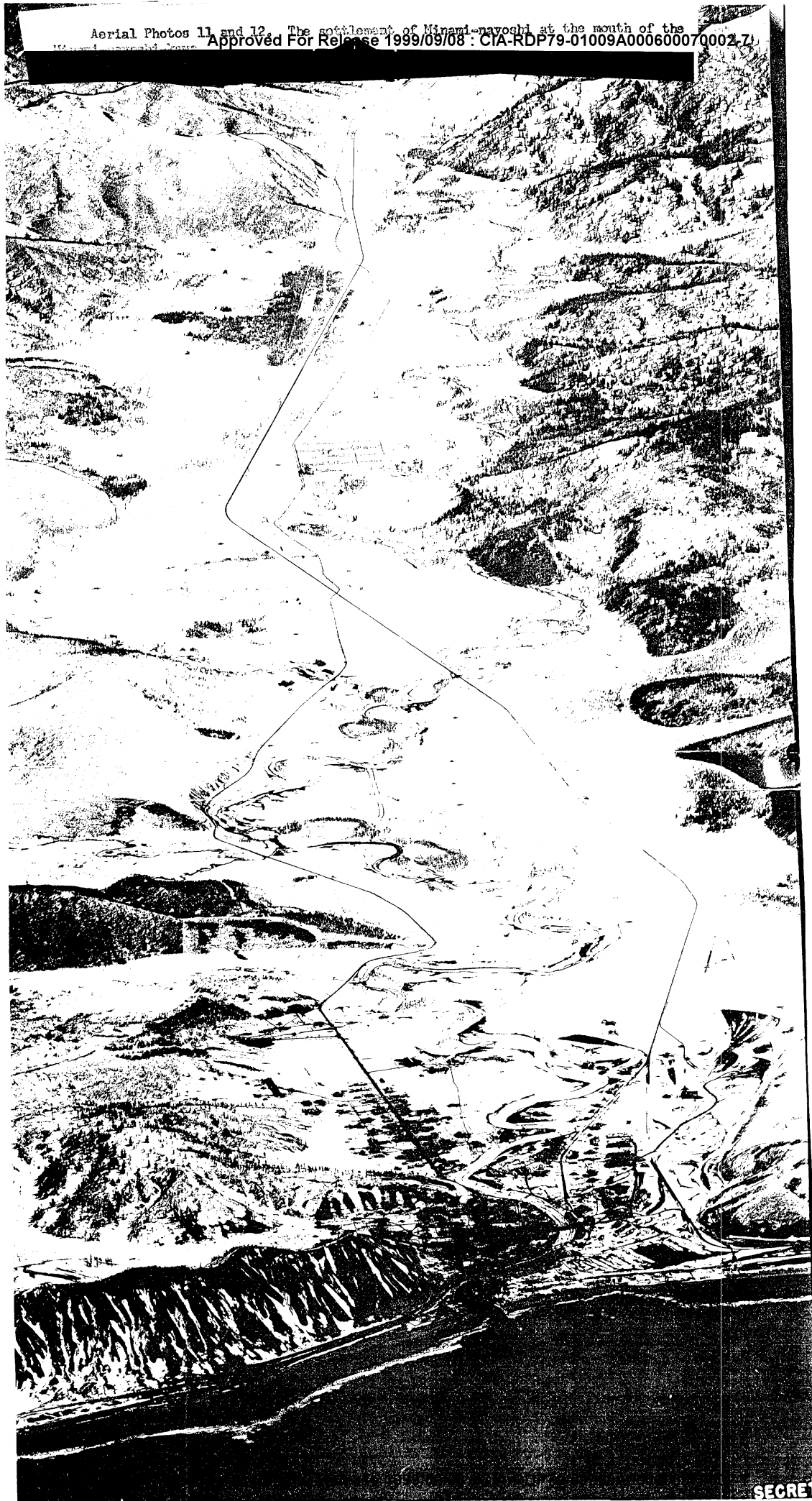
15 12-30-16 FEAF BC JAPR 51





Aerial Photos 9 and 10. Naihoro. The settled area surrounding the coal liquefaction plant.





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